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Shertallay might be metalled or a light Railway be opened between those places.

Dewan's reply.—After considering the relative advantages of a road, light Railway and canal, the Chief Engineer is of opinion that a canal is preferable. An estimate is being prepared. The opening of a pathway on one side of the canal will also be considered.

206. *Reduction of tax on cocoanut trees.*

The same member also requested—

that the tax on cocoanut trees in the Taluk might be reduced and brought on a par with that in other Taluks, as the cost and difficulty of cocoanut cultivation was comparatively very great.

Dewan's reply.—This will be considered when the trees are assessed at the settlement.

ETTUMANUR TALUK.

207. *Opening of English and Primary Schools.*

Mr. R. Narayana Pillai requested that an English school at Ettumanur and more Primary schools in the Taluk might be opened.

208. *Opening of Hospital and Vydiasalas.*

The same member also urged—

that a Hospital and more Vydiasalas might be opened in the Taluk.

Dewan's reply.—Will be noted.

209. *Improvement of roads and canals.*

The same member further requested—

that all roads and canals in the Taluk might be improved, especially the road running from the Pulluvattam Police Station *via* Kattampakku and joining the Ettumanur-Vaikam road near the Thalayolaparambu market.

Dewan's reply.—Will be considered in due course.

CHANGANACHERI TALUK.

210. *Establishment of a Munsiff's Court at Changanacheri.*

Mr. C. Raghava Menon urged the establishment of a Munsiff's Court at Changanacheri. Some forty years ago, there was a Munsiff's Court at that place, but it was subsequently removed to Ambalapuzha and thence shifted to Shertallay. Changanacheri was then apportioned between the Munsiffs' Courts at Kottayam, Alleppey and Thiruvella. On account of this partition between three Taluks, the people of Changanacheri were being put to much inconvenience and difficulty. He pointed out that the Taluk is over 500 square miles in extent, has one of the biggest markets in Kerala and is in no way inferior to any other Taluk. Considered financially, his proposal would not, he said, result in loss to Government. About one third of the number of cases filed in the three Courts were from Changanacheri, and to cope with the increased

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work, additional Munsiffs were appointed to those places. He suggested that one of the Additional Munsiffs' Courts might be located in his Taluk and added that the people are willing to give a building for holding the court till Government are able to provide one.

Dewan's reply.—This matter has not been lost sight of by the High Court or the Government. We know the inconveniences at Changanacheri. However, the question has to be held in abeyance till the passing of the Bills amending the Civil Courts and the High Court Regulations, now before the Legislative Council.

211. Improvement of four canals.

Mr. Kurien Kathanar Mathen said that, in the Changanacheri Taluk, the *punja* lands depended for water-supply upon four canals—Mulakkanchira, Chereel, Chalakkal and Kuttipuzha and requested that they might be improved.

Dewan's reply.—Will be attended to after inspection by local officers.

KOTTAYAM TALUK.

212. Steam-launch communication between Kottayam and Alleppey.

Mr. N. Krishna Pillai represented the necessity for a steam-launch communication between Kottayam and Alleppey. The chief products of Kottayam and the neighbouring Taluks, namely, ginger, pepper and copra, were being generally exported from the port of Alleppey. A steam-launch communication would facilitate the transport of those articles to Alleppey. Again, owing to the location of the District and Sessions Court at Alleppey, people from those Taluks went there almost every day. The journey in boats across the Vembanaad lake was not free from risk and loss of life was not of unusual occurrence. He then referred to a private company which started a steam-boat service in the year 1063 M. E. (1887-'88)with the aid of Government grant. The company kept up service for a month or so and then discontinued it. Another company started the same service recently, but soon gave it up. He observed that in the present stage of advancement of the country, it was not easy for native companies to start and continue such business unless Government helped them with funds; and pointed out that, in the absence of the existing water communication, Government would be compelled to open and maintain a road for at least 16 miles at enormous cost. In consideration of these facts, he requested that Government might take early steps to start a steam-boat service between the two places.

Dewan's reply.—Will be noted.

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